

## EXECUTION REPORT

ED NO

25X1A

WIRELESS FAX 26

## COUNTRY

### East Germany

DATE DISTR

1 August 1952

SUBJECT

Tabulation of Electric Mail Coaches  
and Passenger Cars

NO. OF PAGES

32

PLACE  
ACQUIRED

NO. OF ENCLS  
(LISTED BELOW)

DATE OF  
INFO

1 March 1952

SUPPLEMENT TO  
REPORT NO.

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SUPPLEMENT TO  
REPORT NO.

The following tabulations of electric rail coaches and passenger cars were obtained at the Directorate General, Railroads, Berlin:

#### 1. Electric rail coaches (status of 1 March 1952).

Type of Cars	Operational Area	Total	Serviceable	Damaged
Interurban cars	Berlin interurban railroad system	1,308	1,134	174
Storage battery rail coaches	Cottbus railroad district	28	—	28
	Erfurt railroad district	8	—	8
	Greifswald "	7	—	7
	Magdeburg "	6	—	6
		7	—	7
Electric locomotives	Dresden railroad district	2	2	—
Electric rail coaches	Buckower Kleinbahn (Berlin railroad district)	12	11	1
	Eltingenthal line (Dresden railroad district)	3	—	—
	Schleizer Kleinbahn (Erfurt railroad district)	4	—	—
	Überweissbacher Bergbahn (Erlfurt railroad district)	1	—	—
Electric railroad cars	Buckower Kleinbahn (Berlin railroad district)	11	11	—
	Eltingenthal line (Dresden railroad district)	2	—	—
	Schleizer Kleinbahn	5	—	—

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Note. The equipment [redacted] is maintained and repaired at the Berlin-Schoeneweide railroad repair shop, while the other equipment is repaired at the Dresdner repair shop. *etc.*

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## 2. Passenger cars (status of 31 January 1952):

Type of Cars	Total	Serviceable	Under Repair	Damaged
Express train coaches	682	457	127	98
Eilzug (fast train) cars	253	199	44	10
Passenger cars	6,473	5,400	894	179
Sleeping cars (Internationale Schlafwagengesellschaft)	38	-	-	38
Dining cars	39	-	-	39
MITROPA-type sleeping cars	11	10	1	-
MITROPA-type dining cars	13	13	-	-
Baggage cars	2,389	1,767	390	232
Cars used on the Berlin interurban railroad system	1,308	1,018	111	179
Narrow-gauge cars	852	636	118	98
Mail cars	821	656	154	11
Service cars	1,498	1,344	153	1 ***

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\* [ ] Comment. According to another source, a total of 1,322 interurban cars, 1,094 of which serviceable were available on 15 July 1951.

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\*\* [ ] Comment. According to documentary evidence, the Berlin-Schoeneweide railroad repair shop is responsible for the repair and maintenance of interurban cars, and the Dessau repair shop is responsible for electric rail coaches operating in the Soviet Zone of Germany outside Berlin.

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\*\*\* [ ] Comment. According to documentary evidence, the following numbers of cars were available on 15 July 1951:

Express train coaches	586	of which serviceable	429
Eilzug (fast train) cars	281	"	233
Passenger cars	6,436	"	5,370
Sleeping cars	28	"	25
Dining cars	35	"	5
Service cars	1,426	"	1,301
Mail cars	594	"	566
Narrow-gauge cars	819	"	637
Baggage cars	2,215	"	1,749

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